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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Indonesia

SUBJECT Airfield Data, Manado/Ambon/Makassar/Semarang/Padang

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1. Manado Airfield -

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- a. Location - north of and about 25 kilometers from Manado.
- b. Runway - one E/W steel mat runway in usable condition although mats are covered by grass in many places. Runway length is sufficient for a two engine 25 passenger C-47 type plane.
- c. Taxiways - none.
- d. Parking areas - none.
- e. Hangars - none. A small shack is used by the airport administrative officials.
- f. Lights - none. Field is not used at night.
- g. Repair shops - none.
- h. Refueling units - none. Fuel is brought from Manado in drums and pumped by hand into the plane.
- i. Use of field - civil and military aircraft. The commercial Garuda airlines (about 50 per cent owned by the KLM line) has regularly scheduled flights (three times a week) to Manado. In [redacted] Garuda was using Dutch pilots but was planning to replace them as soon as trained Indonesians became available.

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- j. Airfield buildings - in addition to the shack [redacted] mentioned as being used by the airport administration, there is another of equal size (about 40' x 20') serving as a radio station and military headquarters.
 - k. Railroad and/or road - no railroad siding. There is a hard-packed, dirt road from Manado.
 - l. Maximum plane size - see b.
 - m. Terrain - although the countryside is hilly there is ample room to expand the airfield.
 - n. Control tower - none.
 - o. New construction - none.
2. Amboin Airfield - [redacted] 25X1A
- a. Location - about one quarter mile south of Amboina. However, a narrow bay separates the field from the city. Passengers and freight therefore must travel about 45 kilometers around the bay since there is no bridge. The one lane road is rough, narrow and winding with dozens of small ditch bridges consisting of two parallel wooden planks placed perpendicular to the ditch banks.
 - b. Runway - one steel-mat runway in good condition. [redacted] not recall the direction but the runway is somewhat longer than that at Manado. The runway is along a beach and can accommodate a C-47 type plane.
 - c. Taxiways - none.
 - d. Parking areas - none.
 - e. Hangars - none.
 - f. Lights - none.
 - g. Repair shops - none.
 - h. Refueling units - none. Drums are brought by boat from Amboina and fuel is pumped manually into the plane.
 - i. Use of field - civil and military aircraft. There are no buildings. Two poles support a canvas cover to protect customs officials.
 - j. Railroad and/or road - no railroad. For road access see (a).
 - k. Terrain - level. However, the shoreline restricts any airfield expansion.
 - l. Maximum plane size - see (b).
 - m. Control tower - none.
 - n. New construction - none.

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3. Makassar Airfield - [REDACTED]

- a. Location - about 25 kilometers east of Makassar.
- b. Runways - two hard top (probably macadam) runways in good condition. The main runway is N/S and the secondary one is at an angle [REDACTED] direction unknown [REDACTED] from one end of the main runway.
- c. Taxiways - there is a taxiway from the control tower to the runway.
- d. Parking areas - none observed.
- e. Hangars - [REDACTED] two steel-constructed hangars large enough to house a DC-3 type plane.
- f. Lights - no landing field lights but there is a beacon on top of the control tower.
- g. Repair shops - there are repair shops for the overhaul of DC-3 and C-47 types. The Garuda planes which fly to Manado and Ambon are based here.
- h. Refueling units - there are truck type refueling units, i.e. pumps on wheels. There is also a fuel storage tank behind one of the hangars.
- i. Use of field - civil and military aircraft.
- j. Airport buildings - there is a large airport building containing a fairly large restaurant, gift shops, and a large customs office. One wing of the building is used by the military.
- 25X1X k. Railroad and/or road - [REDACTED] there is no railroad siding to the airport. There is a good road to Makassar which is used by buses carrying passengers to and from the airport. It is a two lane, hard-packed, dirt road and fairly straight. The only bad section is from the end of this main road to the airport itself. This is due to the detour made necessary because the military excludes general traffic along this short stretch of the main road. It was interesting to note that trees along-side of the main road are whitewashed to facilitate night driving.
- l. Terrain - mountainous on the east and flat on the west. The airfield can expand to the west.
- 25X1X m. Maximum plane size - although the airfield is accommodated for DC-3, C-47 type planes, [REDACTED] the field can handle four-engine planes.
- 25X1X n. New construction - [REDACTED] no new construction but did observe constant repair of the airfield runways.

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25X1A4. Semarang Airfield - [REDACTED] 25X1A

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- a. Location - about 10 kilometers north northwest of Semarang.
- b. Runways - two parallel hard-packed, dirt runways, one shorter than the other. The runways are E/W and, although [REDACTED] not know their lengths, [REDACTED] are larger one can accommodate a four-engine plane. 25X1X
- c. Taxiways - there are taxiways from the ends of the runways to the airport buildings. These have steel mats covered with sand.
- d. Parking areas - none observed.
- e. Hangars - [REDACTED] six large hangars which appeared to be unused. Another, between the military barracks and the airport buildings, was being used for plane storage. The barracks, which are similar to the common US type wooden buildings in domestic US camps, extend in two rows about one mile along the main runway.

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25X1X/ [REDACTED] Note: [REDACTED] quite sure these barracks are at the Semarang airfield, [REDACTED] may be confused and they may actually be at Surabaya. /

- f. Lights - [REDACTED] field lights [REDACTED] not believe they are being used since no airfield in Indonesia except that at Djakarta is used at night. 25X1X
25X1X
- g. Repair shops - none noted.
- h. Refueling units - none noted.
- i. Use of field - civil and military aircraft.
- j. Railroad and/or road - no railroad but one good, two-lane road to Semarang.
- k. Terrain - quite flat and the airfield can expand to the east or to the west.
- l. Maximum plane size - although the field is now used by two-engine, [REDACTED] a four-engine type could safely use it. 25X1X
- m. Control tower - there is a small control tower in front of the main airport building.
- n. Airport building - there is a small building used by the airport administrators which has a small restaurant and a small customs office.
- o. New construction - a new taxiway is being built and work is being continually cleaning up and leveling the airfield.

5. Padang Airfield - [REDACTED] 25X1A

- a. Location - about 20 kilometers from Padang in a southeast direction.
- b. Runways - one fairly wide, hard surface (made of wood - dirt) NW/SE runway which can accommodate a B-57 type plane.

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- c. Taxiways - none observed.
- d. Parking areas - none.
- e. Hangars - [REDACTED] not remember.
- f. Lights - none.
- g. Repair shops - none.
- h. Refueling units - there is a refueling truck and a small fuel storage tank near the airfield.
- i. Use of field - civil and military aircraft.
- j. Railroad and/or road - no railroad and all traffic uses a good, hard-packed dirt $1\frac{1}{2}$ lane road to Padang.
- k. Terrain - hilly with high mountains east of the airfield. [REDACTED] not believe the airfield can be expanded very much.
- l. Maximum plane size - see (b).
- m. Control tower - there is a small control tower in front of a rather small airport building.
- n. New construction - none observed.

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